

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4900

號六十月六年一十三緒光

TUESDAY, JULY 18 1905.

二拜禮

號八十月七年七英倫

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND.....\$1,000,000  
Sterling Reserve.....\$1,000,000  
Silver Reserve.....\$1,000,000  
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq.  
E. Goetz, Esq.  
G. H. Medhurst, Esq.  
A. J. Raymond, Esq.  
F. Salingier, Esq.  
H. Schubart, Esq.  
E. Shellim, Esq.  
Hon. R. Shewan.  
N. A. Siebs, Esq.

CHIEF MANAGER:  
Hongkong, J. R. M. SMITH.

MANAGER:  
Shanghai, H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th May, 1905.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905.

### INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORIZED.....\$10,000,000

CAPITAL PAID UP.....\$10,000,000

RESERVE FUND.....\$10,000,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT, Manager.

20, Des Vieux Road, Hongkong, 26th May, 1905.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1860.  
CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP.....18,000,000  
CAPITAL UNCALLED.....6,000,000  
RESERVE FUND.....9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies:

YOKO. NEW YORK.

NAGASAKI. HONOLULU.

YOKO. SHANGHAI.

SAN FRANCISCO. NEWCHWANG.

KOMBAI. MUKDEN.

TIENSIN. PORT ARTHUR.

PEKING. CHEFOO.

KOBE. DALNY.

LONDON.

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LTD.

PARRS' BANK, LTD.

THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

TAKAO TAKAMICHI, Manager.

Hongkong, 23rd May, 1905.

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHAREHOLDERS.....£800,000

RESERVE FUND.....£875,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

On Fixed Deposits for 6 months, 3 per cent.

On Fixed Deposits for 3 months, 3 per cent.

T. P. COCHRANE, Manager.

Hongkong, 18th May, 1905.

### THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tels. 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Tientsin, Tsingtau, Tsinanfu.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITH'S BANK, LTD. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER, Sub-Manager.

Hongkong, 17th July, 1905.

## Ships.

### PENINSULAR AND ORIENTAL.

#### STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	JAVA S. Barcham	About 20th July	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOI and KOBE. (Passing through the Inland Sea).	MALACCA G. W. Babot, R.N.K.	About 31st July	Freight and Passage.
SHANGHAI.	MALTA R. A. Peters	About 27th July	Freight and Passage.
LONDON, &c.	CHUSAN H. W. Kenrick, R.N.R.	July 29th, Noon	See Special Advertisement.

For Further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 15th July, 1905.

## Intimations.

### LANE, CRAWFORD & CO.,

#### SOLE AGENTS.

#### DELICIOUS PRESERVED

WITH FRUITS, SWEETS, TEA, COFFEE, &c. IN ALL ITS NATURAL RICHNESS.



PRICES: Quarter tins 30 c., Half tins 40 c., One tin 60 c. Hongkong, July 18th, 1905.

### CALDBECK, MACGREGOR & CO.



WINE AND SPIRIT MERCHANTS, 15, QUEEN'S ROAD.

ESTABLISHED 1864.

Hongkong, 4th July, 1905.

### E. C. WILKS & CO.,

#### CONSULTING ENGINEERS, ETC.

are Sole Agents for—

The General Electric Co. of London, and have a large stock of Electric Fittings, Cables,

Wire, Lamps, Electroliers, etc., on hand,

AT 12, BEACONSFIELD ARCADE,

HONGKONG.

INSPECTION INVITED.

ESTIMATES GIVEN.

Also Sole Agents for:

H. W. John's Canadian Asbestos Goods, stock on hand.

### THORNYCROFT MOTORS.

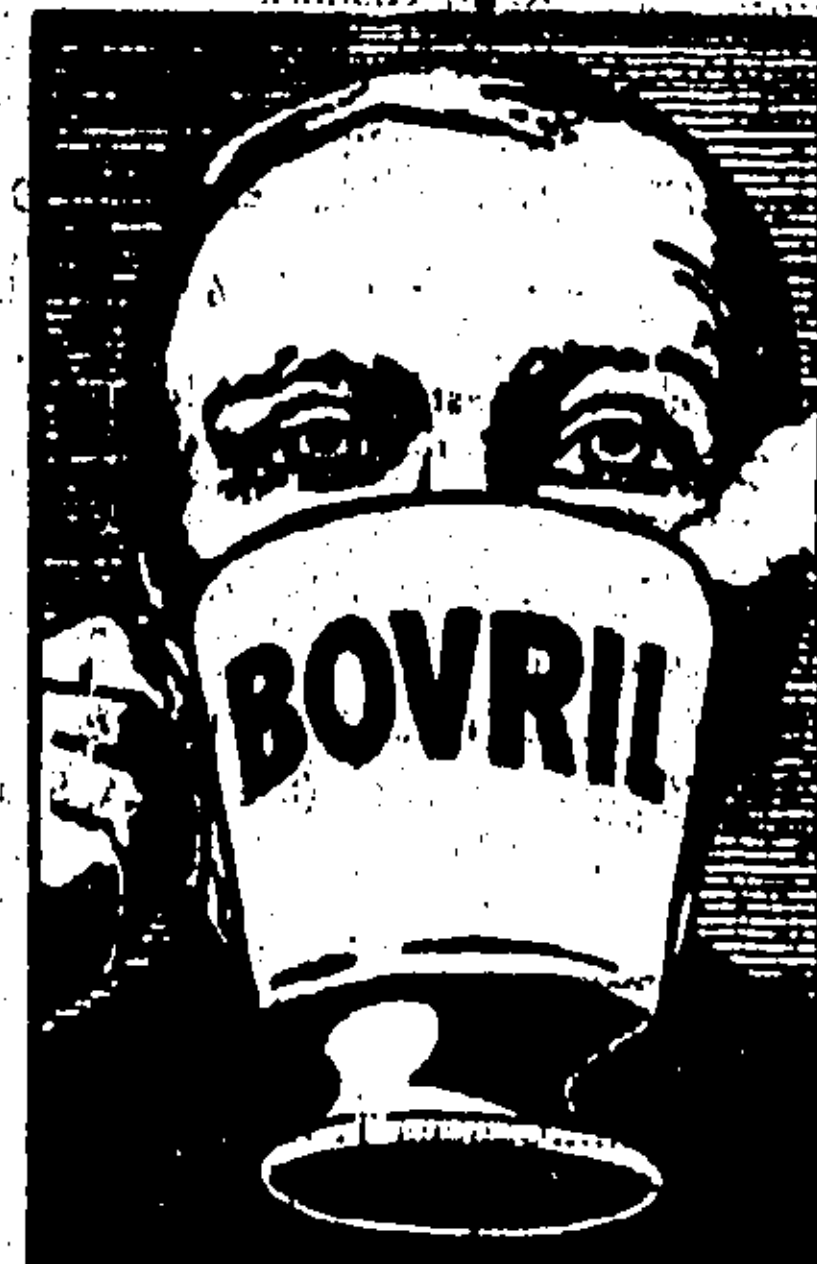
W. H. ALLEN & SON, BEDFORD.

Stewart & Lloyd's Steel Plates, Angles,

Tubes, &c.

Hongkong, 1st June, 1905.

## Intimations.



The cup that feeds.



TRY IT

"CLUB" THAT'S ALL.

Pronounced the best Scotch Whisky at the price on the Market.

Per Dozen \$14.00

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 22nd June, 1905.

## PHOTO SUPPLIES.

### LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905.

## Hotels.

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. P. DAVIES, Acting Manager.

Telegraphic Address: CONNAUGHT.

### CONNAUGHT HOTEL.

Telephone: No. 170.

HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator.

Hot and Cold Water Baths and Shower Baths.

Launch Service for Guests.

Hongkong, 16th June, 1905.

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FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

### KOWLOON HOTEL.

J. W. OSBORNE, Proprietor and Manager.

VICTORIA HOTEL, SHAMEEN, CANTON.

MACAO HOTEL, MACAO, CHINA.

ON THE BRITISH CONCESSION.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

### HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 55.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905.

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JAPAN

COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—14, LIME STREET, E.C.  
HONGKONG BRANCH:—FRANCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yanakibara and other Coals.

S. MINAMI, Manager, Hongkong.

### HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 10 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 10 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

8.30 p.m. to 9.00 p.m. ... Every 10 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 p.m. to 10.00 p.m. ... Every 10 minutes.

10.00 p.m. to 10.30 p.m. ... Every 15 minutes.

10.30 p.m. to 11.00 p.m. ... Every 10 minutes.

11.00 p.m. to 11.30 p.m. ... Every 15 minutes.

11.30 p.m. to 12.00 p.m. ... Every 10 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 3.30 p.m. ... Every 15 minutes.

3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 4.30 p.m. ... Every 15 minutes.

4.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 5.30 p.m. ... Every 15 minutes.

5.30 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 6.30 p.m. ... Every 15 minutes.

6.30 p.m. to 7.00 p.m. ... Every 10 minutes.

7.00 p.m. to 7.30 p.m. ... Every 15 minutes.

7.30 p.m. to 8.00 p.m. ... Every 10 minutes.

8.00 p.m. to 8.30 p.m. ... Every 15 minutes.

8.30 p.m. to 9.00 p.m. ... Every 10 minutes.

9.00 p.m. to 9.30 p.m. ... Every 15 minutes.

9.30 p.m. to 10.00 p.m. ... Every 10 minutes.

10.00 p.m. to 10.30 p.m. ... Every 15 minutes.

10.30 p.m. to 11.00 p.m. ... Every 10 minutes.

11.00 p.m. to 11.30 p.m. ... Every 15 minutes.

11.30 p.m. to 12.00 p.m. ... Every 10 minutes.

12.00 p.m. to 12.30 p.m. ... Every 15 minutes.

12.30 p.m. to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 2.30 p.m. ... Every 15 minutes.



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338	" G. F. Morrison, R.M.R.
"FATSHAN,"	2,360	" R. D. Thomas.
"HANKOW,"	3,073	" C. V. Lloyd.
"KINSHAN,"	1,995	" J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days about 3 P.M. (See special Summer Time-table). Departures on Sundays at Noon.  
 Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,119 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain W. A. Valentine.
"NANNING,"	569	" C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shin-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

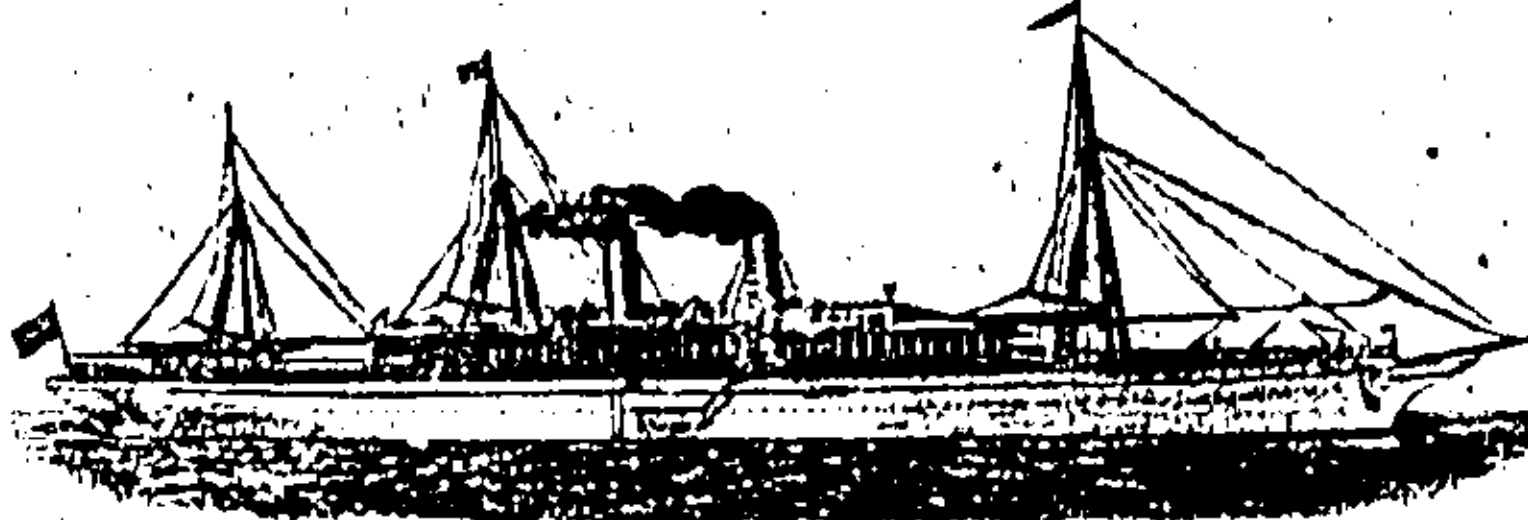
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
 SAVING TO 7 DAYS ACROSS THE PACIFIC.  
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers	Tons	Commanders	Sailing Dates
R.M.S. "EMPEROR OF CHINA,"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN,"	2,440	S. Robinson, R.M.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA,"	6,000	E. Beetham, R.M.R.	WEDNESDAY, 23rd Aug.
"TARTAR,"	4,415	W. Davison, R.M.R.	WEDNESDAY, 13th Sept.
"EMPEROR OF JAPAN,"	6,000	H. Pybus, R.M.R.	WEDNESDAY, 20th Sept.

Hongkong to London, 1st Class, via St. Lawrence 460. Via New York 462.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... 440. " 442.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to  
 Hongkong, 12th July, 1905. D. E. BROWN, General Agent, 9, Pedder's Street.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN AND HAMBURG.	19th July.
Hildebrandt	(Calling at SPOR, PENANG & COLOMBO).	
ACILIA	HAVRE AND HAMBURG.	2nd August.
Schulke	(Calling at SPOR, PENANG & COLOMBO).	
SPEZIA	HAVRE AND HAMBURG.	14th August.
Ehlers	(Calling at SPOR, PENANG & COLOMBO).	
BAMBIA	HAVRE AND HAMBURG.	23rd August.
Luning	(Calling at SPOR, PENANG & COLOMBO).	
RHENANIA	HAVRE AND HAMBURG.	6th Sept.
Förck	(Calling at SPOR, PENANG & COLOMBO).	
SCANDIA	HAVRE AND HAMBURG.	20th Sept.
v. Doehren	(Calling at SPOR, PENANG & COLOMBO).	
VANDALIA	NEW YORK VIA SUEZ,	about begin-
Haase	with liberty to call at the Malabar coast.	ning of Oct.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lit. Lighted throughout by Electricity. Duty qualified Doctor and Stewards are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office, No. 1, Queen's Buildings.

## D. NOMA, TATTOOER

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. E. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR  
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
 ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.  
 W.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	THURSDAY, 20th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
BOYER	WEDNESDAY, 27th September.
ZAYEN	WEDNESDAY, 11th October.
PRINZESS ALICE	WEDNESDAY, 25th October.
SACHSEN	WEDNESDAY, 8th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 22nd November.
PRINZ HEINRICH	WEDNESDAY, 6th December.

ON THURSDAY, the 20th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with Mails, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 18th July, Cargo and Specie will be received on Board until 3 P.M., on WEDNESDAY, the 19th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 19th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardsesses. Lines can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,327	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA	PRINZ SIGISMUND	TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 16th August.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 18th July, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip ..... \$12

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

Messrs. BUTTERFIELD &amp; SWIRE,

AGENTS,  
WEST RIVER BRITISH S.S. CO.,  
HONGKONG.

Hongkong, 5th July, 1905.

## Intimations.

## REWARD OF \$5,000.

OFFERED by the Undersigned for the ARREST and CONVICTION of any Person or Persons who are in the habit of SMUGGLING large quantities of OPIUM into this Colony.

CHIN JOO HENG CO.,

Opium Farmers.

Hongkong, 19th June, 1905.

## BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.  
 Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."  
Macao, 7th June, 1905.

Gold Medals PARIS 1889 &amp; 1900

Regd Brand

HARRIS, CALNEWILTS-England.

REPRESENTATIVES FOR HONGKONG &amp; CHINA,

HOWARD &amp; Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905.

## A FOOK &amp; Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORS, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.6 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. D. O. 4th and 5th Ed.

Liebers, 88cott A. I. and Watkins.

Yokohama, May 23rd, 1905.

## THE ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,

HONGKONG, SHANGHAI AND MANILA.

## SPECIALISTS

IN  
 RAILWAYS, MINES, WATER SUPPLIES,  
 REINFORCED CONCRETE, CONCRETE PILES.  
 ALEXANDRA BUILDINGS,  
 HONGKONG.

Hongkong, 12th July, 1905.

## "MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,  
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

## F. BLACKHEAD &amp; CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO ROSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child.

Minimum of Price, Weight and Size.

Hongkong, 10th M-y, 1905.

## IMPORTANT POINTS FOR CONSIDERATION. "MINIMAX"

Always ready for immediate use. Requires only one hand to hold.

Weight only 15 lbs. when full.

Maximum of simplicity and effect.

Hongkong, 10th M-y, 1905.

## EYES RIGHT!



## N. LAZARUS, OPHTHALMIC OPTICIAN.

10, D'AGUILAR STREET, HONGKONG,

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,

21, John Street, Bedford Row, W.C. 59, Bentinck Street.

Hongkong, 24th March, 1904. 566, Nanjing Road.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,

Manager.

Hongkong, 22nd June, 1905.

## MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

[S now in a position, in his New and Commodious Premises, to eclipse &amp; heretofore ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.]

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1904.

[S now in a position, in his New and Commodious Premises, to eclipse &amp; heretofore ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.]

Sole Agents for Far East, HOWARD &amp; Co.,

29, Des Voeux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—

HOWARD &amp; Co.

Hongkong, 24th November, 1904.

[S now in a position, in his New and Commodious Premises, to eclipse &amp; heretofore ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.]

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[S now in a position, in his New and Commodious Premises, to eclipse &amp; heretofore ALL PHOTOGRAPHIC ART PRACTICED in



## Intimation.

WM. POWELL,  
LIMITED.

—ALEXANDRA BUILDINGS—

Des Vaux Road.

FURNISHING  
DEPARTMENT.

(FIRST FLOOR BY LIFT.)

## NEW

TWIN  
BEDSTEADS,

from \$65 to \$385 a pair.

Stocked in

BLACK AND BRASS,  
ENAMELLED  
GREEN AND BRASS,  
ENAMELLED  
BLUE AND BRASS,  
and  
ALL BRASS.

## BEST

SPRING  
MATTRESSES

FOR THE ABOVE

at

reasonable prices.

SOLE AGENTS  
for

ADDISON'S  
PATENT  
PORTABLE  
SANITARY  
COMMUNE,

\$14.50 to \$21.50 each.

INSPECTION INVITED.

WM. POWELL,  
LTD.,

HONGKONG,

Hongkong, 4th July, 1905.

## Intimations.

## A RILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells, or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish, his oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago, the work of civilising and redeeming, however, has since been triumphantly accomplished, and as a leading ingredient in the remedy called

## WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in blood impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrophulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. C. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

## NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the Public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.0 PER THOUSAND Cubic Feet, they now offer the following FAVORABLE TERMS TO INTERESTED CONSUMERS:—

1. SERVICES up to 50 feet in length will be laid FREE.
2. NO CHARGE will be made for M T B-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company Hire or Sell all kind of Gas Fittings whether for Heating, Cooking or Lighting—and INVITE INSPECTION of their Stock at their NEW SHOW ROOM at WEST POINT.

GEORGE CURRY,  
Local Secretary.

Hongkong, 13th June, 1905. [65]

## NOTICE.

HAVING resigned my position of ASSISTANT MANAGER at the MACAO HOTEL, I now beg to thank all my friends and acquaintances for every mark of friendship and courtesy shown to me, and to offer my services at house No. 9, CALGADA DO MONTE.

JAYME DOS SANTOS.

Macao, 17th July 1905 [749]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 11th July, 1905. [734]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,  
General Agents for the West Point Building Co., Ltd.

Hongkong, 11th July, 1905. [735]

## THE CLUB LUSITANO, LTD.

## NOTICE.

THE Certificate No. 147 for 20 Shares in the above Company numbered 54 to 56, 59 and 63, 64, 65 and 66, 67 and 68, 140, and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order,

H. M. BASTO,  
Acting Hon. Secretary,  
Club Lusitano, Ltd.

Hongkong, 24th June, 1905. [681]

## THE HINDO-NUSSIAN FRONTIER.

In spite of the advance posts, which Russia has established on the Pamirs and at Tashkurgan, the physical difficulties in the way would deprive any military movement against Chitral or Hunza any prospect of success. High mountain ranges coated with ice, of broken tortuous gorges, deep in snow, and the presence of nothing better than the goat tracks on the mountain face in the shape of roads, intervene between the Russian zone on the Pamirs, her position in Chinese Sarikol, and the Chitral-Hunza frontier. The Russian boundary itself, along its southern and 'southern' aspect, is contained by the Little and Great Pamirs, while beyond, falling between the Russian and British frontiers, there lies a strip twenty miles broad, forming the neutral areas of Wakhan, now an integral part of the dominions of the Ameer. Tashkurgan, in the Sarikol district, where a Russian post has been established on Chinese soil, is isolated, as it is situated beyond the most northern limits of the Toghumbash Pamir.

If Russia has access to Chinese territory without much trouble, the difficulties increase when she moves south towards Hunza, across the Mintaka and the Kilik Passes, instead of east, across the Toghumbash, into Sarikol. In winter this road crosses a waste of rock and ice and drifting sleet; in summer the gorges are in flood, and it is necessary to scramble from one rocky projection to another, across the rugged faces of the mountains. There are only mountain paths, and the rock-bound desolation, which stretches between Mintaka and Misak, Mintaka and Tashkurgan, possesses few human habitations, not even the wild animal making therein his lair. There are but few wayfarers; the post-runner between Gilgit and Kashgar, and an occasional traveller, alone clamber across the ranges, towards Asia or India.

Beyond Mintaka, through the Kanjut region, in the direction of India, the first six marches pass through a zone of intense dreariness and desolation. The scenery is grand, but the narrow gorges are unproductive of anything but rocks, while the aspect of character of the mountains becomes monotonous. In time villages are met, but the Kanjutis are primitive, yet distinguished by a gentle grace which is not unpleasant. They are wonderfully active on their mountains, and render admirable services as transport coolies, carrying, strapped to their backs, loads of thirty pounds or more upon mile throughout the day. In their mountaineering and pedestrian qualities they are unequalled among mountain folk, although the practice of carrying loads long distances is also common to the Hunza and Chitral peoples. At this point, the merest tracks, precipitous and broken, thread the mountain gorges, the sides of which, bare and rugged, rise sheer from the bed of the valley torrent many thousands of feet below. In many cases no paths exist, shallow footholds having been scraped out of the face of the mountain, across which one passes by turning one's face to the rocks, and clinging with the fingers to any little projection. Elsewhere wooden staves have been driven into the crevices of the granite walls, and a rude passage-way of earth and stones, which sways when touched, built upon them. Cultivation is scarce, the lack of suitable ground preventing any great agricultural activity, yet each man contrives to keep a horse, the mounted man scornful the pretensions of the man on foot.

Westwards of the Hunza territory and the Toghumbash Pamir the passes over the Hindu Kush into Chitral, from Kafiristan and Wakhan, hold out no greater advantage to an invading force than the road via the Mintaka. From the Pamirs the descent into Afghanistan, through Rishan and Shighnan, and across the waters of the Upper Oxus, presents no material difficulty, but with the exception of the Dorah Pass, 14,800 feet in height, which permits a ready passage between Afghanistan and Chitral and the Baroghil Pass, 14,400 feet in Wakhan, it is by no means easy to scale any of the passes into Chitral from their Afghan or Wakhan aspect.

Upon the Afghanistan border, in addition to the Dorah, there are the Zidig Pass, 14,900 feet, Gukhan Pass, 15,500 feet; Agram Pass, 16,420 feet. The Tnai and Mach are passes of lesser height, while at the north-western corner of Wakhan and Afghanistan there is the Khatinza Pass, 17,500 feet in height. Upon the Wakhan side of Chitral, in addition to the Baroghil Pass, there are the Rich Pass, 16,200 feet, the Kachin Pass, 15,641 feet, the Khotgas, 24,171 feet, and an unnamed pass, 18,900 feet. Of all these passes, and the many others which are not included, there are but three on the Afghan border, and but two on the Wakhan side, by which definite communication with Chitral may be obtained. Coolies and pony caravans, en route to Yasin and Gilgit from Wakhan, from throughout the year across the Baroghil Pass, following in winter the frozen bed of the stream which flows down the valley, and in summer climbing the pass itself; while the Rich Pass, further west, on the Wakhan border, is, although somewhat more lofty, occasionally serviceable, pony caravans, destined for Mastuj and Chitral, sometimes coming from Wakhan along this route. There are, of course, many difficulties in the way of these persevering merchants. No bridges exist, and in the summer caravans are held up not infrequently by the flooded condition of the streams. However, such as it is, there is the avenue of communication, the ends of which are held by small outposts of armed levies. Along the Afghan border there are the Nuksan, Dorah, and Zidig Passes, across which there are caravan tracks leading direct to Chitral. Unlike Afghanistan, however, where admirable roads exist between the Turkistan border, across the Hindu Kush, and Kabul in the west, between the Oxus and Kabul in the north, while the roads in the Kabul Valley have been continued into Kafiristan and Badakhshan on the east, the Afghan frontier along the north and east permitting immediate access to the Afghan capital, there is only the one made road in

Chitral, a semi-circular road which, running through Malakand and Dir, passes through Kala-Droah and Chitral, beyond which it sweeps eastwards via Mastuj, Gupis, and Gilgit to Gilgit. There are, of course, the usual difficulties, but the main line of communication is along the length of the frontier, between two and three days distant. Caravans pick their way with great difficulty across this zone, which, with the passes under continual observation by the levy pickets, is sufficient to deter the most venturesome raiding party.

Under these conditions, coupled with our own military organization on the Afghan-Indo-Russian frontier, it is possible to regard the activity of the Russians in the Pamirs as less of a menace to the Indian frontier than as part of a general demonstration against the Afghan borders. In another direction, the Russian movement can be quite well accounted for, and corresponds to our own arrangements, since there is no doubt that forces, superior to any which the Russians have detailed to the Pamir posts are held in garrison on the Indian side of the border. Russian forts on the Pamirs have been established at Murghabi, Akash, Kijil Rabat, Chagor, Langar Kish, Wandi, and Tashkurgan. The strength of Langar Kish has been increased from thirty men—the establishment five years ago—to 150 men at the present time; a second fort has been built at Murghabi, and the force, which two years ago numbered sixty men, is now five hundred. Quarters for three hundred men have been erected at Tashkurgan, although the number permitted by the Chinese should be restricted to eleven men. Upon the Afghan side of the frontier, along the Oxus, there are Pathan regiments in forts at Kala Bar Panja, Boharoc, Ishkashim, with a Pathan garrison of twenty thousand troops, and base depot at Faizabad. British rifles are stationed, as against the Afghan border, on the Chitral side, at Chitral and Kala Droah; on the Gilgit side, as against the Wakhan border, at Gupis, Gakuch, and Gilgit, Burgis and Chilas. In Chitral the garrisons are held by Gurkhas and Pioneers, in Gilgit by Dogra regiments of Imperial Service troops, with Sapper detachments. The principal lines of communication with the main deposits of supplies are by rail-way to Dargai, and through the Malakand to Chitral, and by railway to Hunzaidada, thence from Abbottabad across the Chilas Pass to Gilgit. Intermediate supply depots for the Gilgit line have been formed at Burgis, Astor, and Chilas. The roads are excellent; upon the Gilgit side there are eighteen thousand reserves of supplies at each post for two thousand men, and two and a half years' stores in Chitral. If matters should be pushed to extremes, therefore, and British forces took the field in support of 'Afghanistan,' the disposition of the Chitral-Gilgit forces is suited to any emergency which might arise. There is no doubt moreover, that the British position in the Indian and Imperial Service troops now in garrison could be relied upon to maintain the integrity of the frontier without anxiety arising upon the question of supplies or the need of reinforcements.—Angus Hamilton in P. M. G.

## Notices of Firms.

## NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

MR. WILLIAM WILSON has this day assumed charge of the Company as ACTING CHIEF MANAGER during the absence in leave of Mr. W. B. DIXON, or until further notice.

By Order of the Board of Directors,  
C. P. CHATER,  
Chairman.

Hongkong, 12th July, 1905. [740]

## NOTICE.

THE authority given by us to Mr. A. M. DA CRUZ to sign the name of our Firm per procurator has been withdrawn.

BARRETTO & Co.

Hongkong, 12th July, 1905. [738]

## NOTICE.

WE have this day established ourselves at No. 15, Queen's Road Central, as GENERAL MERCHANTS AND COMMISSION AGENTS, under the style of CRUZ, BASTO & Co.

A. M. DA CRUZ,  
J. M. F. BASTO.

Hongkong, 12th July, 1905. [739]

## Dentistry.

THE AMERICAN SYSTEM

## DENTISTRY

M. H. CHAUN, D.D.S.

37, DES VEAUX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1905. [67]

## TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong 10th July, 1905. [66]

## Consignees.

BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

PODWELL & CO. LIMITED,

Agents.

Hongkong, 16th July, 1905. [68]

## Consignees.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 20th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 17th July, 1905. [750]

## S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Crimee* and from Bordeaux ex s.s. *Madag.* and from Marseilles ex s.s. *Ville de Marseille*, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-PAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 18th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th July, or they will not be recognized.

All damaged packages will be examined on TUESDAY, the 18th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 11th July, 1905. [7]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex s.s. *Moldavia*.  
From Australia, ex s.s. *Britannia*.  
From Calcutta, ex s.s. *Sunda*.

From Persian Gulf, &c., ex B. I. S. N. and P. & S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

Goods not cleared by the 19th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 13th July, 1905. [7]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLARI,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 12th July, 1905. [737]

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., FRIDAY, the 14th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 13th July, 1905. [741]

## Auction.

## PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE, of VALUABLE LEASEHOLD PROPERTY, situate at Wing Lok Street, Victoria, Hongkong,

ON FRIDAY,

the 21st July, 1905, at 3 P.M.,

BY

Messrs. HUGHES & HOUGH,

Auctioneers,

at the premises.

THE Property is registered in the Land Office as Section A of MARINE LOT No. 231 with the Messuage and Buildings thereon, known as No. 100, WING LOK STREET. Annual Crown Rent \$12.14.

For further particulars and conditions of sale, apply to—

EWENS, HARSTON & HARDING,

Vendors' Solicitors,

or to

Messrs. HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th July, 1905. [732]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895. [52]

## Hotel.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS



## Intimations.



**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED 1841.

**WINE AND SPIRIT**  
**MERCHANTS.**

ALEXANDRA BUILDINGS.

## SHERRIES.

BOTTLED BY  
**GEO. G. SANDELMANN SONS &**  
**CO., LTD.**

	Per dozen.
Light Dry .....	\$13.00
Soleira .....	18.00
Very Pale Dry .....	18.00
Full Golden .....	21.00
Pale Dry Nutty .....	24.00
Fine Old Brown .....	36.00

**A. S. WATSON & Co.,**  
LIMITED,

Agents in Hongkong and South China for  
**SANDELMANN'S WINES.**

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

**GREGOR & CO.,**

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

## BURGUNDIES

FROM

**BOUCHARD PERE &**

**FILS,**

Beaune, Burgundy.

AWARDS:

**76 GOLD MEDALS**

AND

**DIPLOMAS**

AT VARIOUS EXHIBITIONS.

Hongkong, 18th July, 1905.

[32]

**BIRTHS.**  
At Shanghai, on the 17th inst., the wife of G. MOLLISON, of a daughter, still-born.  
Rev. and Mrs. Arthur S. Adams, Am. Bap. Mission Union, Hanyang, Central China, on July 2nd, 1905, at Kuling, of a daughter, BERTHA MARGARET.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 18, 1905.

## CABLE RATES TO EUROPE.

The question of the cable rates between Europe and China is so closely allied to all that affects the interests of commercial houses in the East that it has naturally received much attention in Hongkong, which in some respects may be described as the clearing-house of the Orient. On several occasions the Hongkong Chamber of Commerce has broached the subject and sent representations to the Imperial Government, suggesting the advisability of securing a reduction in the rates. Two years ago the concession of a 20 per cent. reduction was granted by the Cable Companies. But that concession was not given on account of the appeals made by representative firms in the East; it was due to the competition of the Pacific cable to Manila. The cable rate to Europe is still a heavy burden on those who are concerned with shipping transactions, and a further effort was made the other day to induce the Imperial Government to make forcible representations to the Cable Companies to reduce their rates. A deputation from various Chambers of Commerce throughout Great Britain, introduced by Sir David Sassoon, M.P., the chairman of the Telegraphs Committee of the House of Commons, waited on the Chancellor of the Exchequer with the object of gaining the support of the Government in petitioning the Cable Companies to reduce the rates between Great Britain and Australia, India, and China. Sir David Sassoon declared that the cable rates to West Africa were ridiculously high; the rates to China were absurd; and even the 50 per cent. reduction on the Indian Tariff was not sufficient in view of the increasing number of telegrams which were being sent and received at both ends of the cable. Mr. Austen Chamberlain referred to the general principles laid down by Lord Balfour's committee, and held that the real function of these cable concessions which the Government gave was to furnish opportunities of correcting any marked unreasonableness on the part of the Cable Companies. He gladdened the hearts of the Indian representatives by stating that there would be a further reduction in the rate between England and India—from half a crown to two shillings a word—but there was no mention of China. The action of the Australian Government has retarded the reduction of rates there. It would seem then that merchants in the Far East will have to continue suffering the inconvenience and expense which high cable rates bring in their train. During the past year the Cable Companies have received enormous payments as the result of the Russo-Japanese war, but those who use the cables are not to benefit. The rapid extension of cable lines by foreign competitors and particularly by American companies is the most promising feature of the situation. The next reduction in the cable rates to China may justly be attributed to that cause alone, just as the reduction in 1903 was recognised by the Hongkong Chamber of Commerce as being due to the construction of the Pacific line to Manila. It may not be a patriotic view, but the fact remains quite clear that the commerce of the Far East will have to look to foreign competition in the laying of cables if they hope to get another reduction in the cable charges.

## PARDONED AND BANISHED.

Captain Bougouin, who was sentenced by a Japanese Court, sitting in camera, to ten years' imprisonment for being guilty of espionage, has been pardoned and banished. Rightly or wrongly the sympathy of all foreigners in the East has been with Captain Bougouin. The fact that the trial was conducted in private did not allay the suspicion that he might be made the scapegoat of Russia's ally. As some Japanese papers pointed out, such an idea was absurd, and could never be entertained for a moment by anyone who knew the independence and integrity of the Japanese Court of Justice. Notwithstanding all these protestations, however, there were many who saw a political aspect in Captain Bougouin's condemnation. Taken in conjunction with the serious charges which, it was alleged, were proved against the French subject, the pardon of the Emperor affords some cause for speculation. Influential Frenchmen in Hongkong were of opinion that the French Minister at Tokio had been by no means as careful to guard the interests of French subjects in Japan as he should have been, but if it may be presumed that the liberation of Captain Bougouin is due to his representations, then such a suggestion is now without force. Although Captain Bougouin has to leave Japan, in which he has spent thirty years of his life, and to leave it under a shadow, there are few who will attach any stigma to his name. The general opinion seems to be that Capt. Bougouin in his capacity of newspaper correspondent was perhaps over-zealous, and from his long acquaintance with Japanese methods, was in a position to acquire information which the Japanese Government desired to keep hidden from the world. At any rate, the Captain will not be obliged to undergo a ten years' penance for his indiscretions, and the affair is now closed.

## LOCAL AND GENERAL.

THE *Straits Times* of the 12th ult. prints an article on the Kowloon-Canton railway confirming the news published in these columns on the 28th ult.

THE F. M. S. Geologist comments on the enormous deposits of China Clay in Perak which are practically undeveloped, and suggests that a paying local industry could be established.

LEAVE of absence on private affairs, to the neighbouring countries has been granted to Captain H. W. Paxton, Army Ordnance Department from 9th August to 14th November next.

THE Tait party will remain until about the 30th August after which two or three days will be spent in Hongkong. In all probability they will leave here on the *Korea*, sailing September 6.

THE United States Postmaster-General, Mr. Cortelyou, has signed a convention for an Australian parcels post similar to that between England and America. The post is to come into operation on August 1.

MR. McIVER, Inspector of Junks, had another lot of junk-masters up before Mr. F. A. Hazeland this morning, charged with entering the harbour without reporting their arrival at the Harbour Master's office. A fine of \$5 was imposed in each case, with the usual alternative, and with warning against a recurrence of the offence.

THE Chinese merchants in Sydney have held a meeting, when resolutions were passed endorsing the steps taken by the Commercial Guild of China and the collegiate students in connection with the boycott. The Sydney Chinese, however, do not purpose taking action locally in the way of a boycott, recognising that such a step would be fruitless. The N.S.W. branch of the Chinese Empire Reform Association has just received from the San Francisco branch full particulars of what has led up to the trouble.

THE case was called on again this afternoon, in which Kam Ping and two others were before Mr. F. A. Hazeland, on the request for their extradition, they being wanted by the Chinese authorities for an armed robbery committed near the borders of Macao in Chinese territory, in March last. Mr. Hursthouse, of the Crown Solicitor's office, appeared for the prosecution, and Mr. O. D. Thomson for the defendants. There was no further evidence and His Worship formally committed the defendants to Victoria Gaol for 15 days, during which time they will be at liberty to apply for writs of *habeas corpus*.

THIS afternoon Mr. Hursthouse, of the Crown Solicitor's office, applied to Mr. F. A. Hazeland for the extradition of Yuen Lo, who is wanted by the Chinese authorities, he being it is alleged one of a gang who committed robbery with violence in Chinese territory. This case had been previously adjourned owing to the illness of the principal witness for the prosecution, and Mr. Hursthouse informed His Worship that that witness had since died on account of which it would be necessary to slightly alter the charge on which defendant's extradition was sought, and produce other evidence. He applied for an adjournment, to which Mr. O. D. Thomson, who appeared for the defence, consented, and the case was accordingly adjourned till tomorrow.

CAPTAIN R. H. S. Bacon, expert adviser to Admiral Sir John Fisher (Senior Lord of the Admiralty), gave evidence at the inquiry into the loss of the submarine A8, which suddenly dived recently while running on the surface outside Plymouth. Captain Bacon deposed that when the submarine was raised a rivet was found out of the forward petrol tank. It would have caused a leakage of about a ton of water into the vessel in the space of ten minutes. It was possible, he thought, that the crew were imprisoned in the sunken hull for an hour and 40 minutes before the fatal explosion occurred, evidence of which was afforded by the wreckage which suddenly rose to the surface after a violent submarine disturbance has been noticed. Witness thought it probable that the men became unconscious 20 minutes after the boat had dived.

Two shop *kokis* were this morning charged before Mr. F. A. Hazeland with pouring hot soup over one of their wives. Complainant said there was a slight delay in getting their "chow" served so they seized the bowls of soup and poured them over her, so that it trickled through her hair and all over her body. Defendants asserted that it was an accident; they were lifting the bowls when the soup got spilled over complainant. His Worship thought that as the woman was standing at the time the spilling story was too thin, and ordered the defendants to pay a fine of \$10 each. Complainant said that she was afraid the men would vent their wrath upon her for the fines, and His Worship warned them that if they lifted a hand to her he would send them to gaol without the option of a fine, and told the girl if they made use of any threats to her she was at once to report it to the police of her district—West Point.

FORTY-FOUR station masters in Colombo who neglected to comply with the general manager's orders in regard to the regulation of their clocks according to the new standard time, have been fined fifty cents each.

THE Hon. Vere Ponsonby, eldest brother of Captain G. M. B. Ponsonby, Sir Henry Blake's A.D.C., was invited to stand as a Liberal Unionist Candidate of Carlisle, but declined to be nominated. Mr. Sanderson, K.C., was then (June 10th) chosen in his place.

ACCORDING to the *Straits Times*, of the 12th inst., the authorities here have, in contemplation the establishment of a market town as a competitor to the important Chinese city of Samchun which is situated just beyond the British boundary and is the most eminent Chinese centre of that district for the distribution of fruits and general food stuffs. The unfortunate thing about the city of Samchun is that it is a nest of thieves and that robbers who prey upon the neighbouring British territory find a sanctuary there. If the British proceed with the construction of a market on the river there they will secure the support of the trading people both of Samchun and Shataukok who have long desired British rule and will welcome it when it comes along, although the Chinese authorities themselves are, naturally, adverse to the movement and want to retain control over this rich region. It is stated that when the Russo-Japanese war is over, the Governor of Hongkong will seriously consider and make serious representations to the Chinese Government concerning the taking over by the British of the city of Samchun, which according to general expressions of opinion ought to have been included in the territory that came into British possession when the Kowloon Peninsula was acquired.

THE annual number of the *Daily Bulletin*, Manila, (which we have received through the courtesy of the manager, Mr. C. W. Rosenstock, who is at present in Hongkong en route to Portland, Oregon, where he will act as the Commissioner for the Philippine Islands at the Lewis and Clark Centennial Exposition and Oriental Fair), gives an excellent impression of the progress which has been made in the Philippines since the United States Government came into possession. It is largely devoted to a survey of the conditions prevailing to-day in the mechanical trades and in agriculture. Major-General Cobin writes an article in which he prophesies that Manila will yet become the trade centre of the Orient, and he sees goods being delivered from all points of the compass to Manila for distribution to China, the Straits, Australia, etc. Of course that means the decay of Hongkong and in a measure the loss of a considerable portion of trade to Shanghai. But the writer is optimistic and confident and recognises in the construction of the new docks at Manila and the constitution of a "free zone" where goods may be landed and stored without expense to the skipper or importer, the beginning of that trade which is to raise Manila beyond the greatest heights ever dreamed of in Hongkong. Articles on the various industries which have shown marked advance in the Philippines are submitted, and a useful statement appears under the heading "Industrial opportunities in the Philippine fields in minor industries." The annual is an interesting production and should appeal to every Imperialistic American. It is copiously illustrated with good photographs of life and scenes in the Philippines.

## THE CHEFOO SCHOOLS.

As it was clear from some remarks made at one of the recent school meetings that every one here is not familiar with details of the Chefoo Schools, the following particulars from *China's Millions* may be of interest. The buildings are three in number. The Boys' School, now provided with ample playing-fields, is capable of accommodating one hundred boarders; the Girls' School, about fifty boarders; and the Preparatory School, about sixty boarders, and they will all soon be full. The compound in which they stand is about one and a half miles from the Foreign Settlement and the native city. The staff of the three schools consists of members of the China Inland Mission. The pupils are entirely foreign, i.e., children of European or American parents, and no Chinese or Eurasians are admitted. Primarily the schools are for the children of members of the China Inland Mission. In the Chefoo Schools children are boarded and educated until they reach the age of sixteen (boys) or seventeen (girls), after which private arrangements must be made for them by their parents. Secondly the schools exist for the children of missionaries of other schools, and thirdly for children of merchants and others of good standing who may wish to take advantage of education provided by them. They are not, however, public schools, the principals reserving the right to refuse all applicants who may be undesirable. The fees amount to about £30 per annum. The education afforded is that of a good home preparatory school, and every effort is made to keep pace with modern requirements. Every other year advantage is taken of home public examinations as an unprejudiced test of the work done. So far the results have been quite satisfactory, and, in some cases, gratifying. The religious instruction is unsectarian. The month of August and the months of December and January are holidays, and it is in the longer period that the pupils and parents meet in their own homes or at Shanghai. That the Chefoo Schools have successfully coped with all the difficulties of unique situation is not claimed by their most ardent supporters, but an unbroken continuance of twenty-five years and a steady increase in the number of pupils afford indisputable testimony to the fact that they supply a much-felt want.

## SANDOW'S SYSTEM.

## RAISING MOUNTAINS OF MUSCLE.

HINTS TO HONGKONG LADIES.

Sandow, whose much heralded visit to Hongkong has been responsible for a new lease of life in the young blood of the colony, has at last arrived. Despite his fame as a strong man he is not a six-volume encyclopedia; he is a sort of pocket compendium. About middle height, typically German, genial and robust, Sandow is the embodiment of his system. Considering that practically every newspaper man in the East has had an interview with the modern Hercules, it may be taken for granted that Sandow knows a great deal more about the interviewing business than the interviewer. He has it all cut and dried; and if left to himself would rattle off a first-class statement of physical culture system without the slightest prompting. Everybody who has been reading the papers lately knows that Sandow has a system, that he teaches by post and so on. The representative of the *Hongkong Telegraph* who interviewed the "warrior," at the King Edward Hotel tried to get some new ideas about muscular development in the East, but it would appear to be impossible.

## SANDOW AT HOME.

Outside, a blazing sun was scorching the blue scarves of the ricksha-coolies, while chair-carriers were comfortably hidden behind doorways and below trees. Only a few tourists and energetic residents could muster up courage to bustle around. The idea of dumb-bell exercises was enough to raise a cold perspiration. But in his hotel, Sandow was calmly puffing at a cigar, although it should be stated that he had no whisky in front of him. Seeing that every journalist east of Suez "where a man can raise a thirst," has described Sandow as swilling whisky and soda like a regular seventeenth-century baron, the fact that in Hongkong the glass had been set aside should be recorded in black letters. Certainly the cigar was there, but not the whisky.

Sandow began to talk affably about the charts and diagrams he provides for those who adopt his system of training.

"Don't you think," he was asked, "that physical culture is apt to be run to death sometimes?"

"Not if a man follows my system. I preach a doctrine of physical culture which is governed by the head. Ordinary exercises exert no influence on the body, because they are not intended to exercise any particular part of the body. But by my system the mind directs the development of the muscles."

## JOYFUL NEWS.

Sandow went on to state a case, which will be a tidings of great joy to the vast majority of people. We all know how clerics and others have railed against the people who stand round an enclosure and cheer a couple of football teams' but do nothing in the way of kicking the leather themselves. The spectators—as the sporting scribe calls them—have been lashed with fiery darts of scorn. Sandow comes to the rescue. All that running after a ball, walking up to the Peak to collect ice for breakfast, strolling along to Happy Valley in quest of strawberries, golf-driving and so forth is just time wasted. These enthusiasts are not really exercising themselves; they are only pretending. Their mind is not on the muscle.

"See here," said Sandow, and he raised an arm that would frighten a buffalo. "When I go in for physical culture, I pass through three stages. First I use the dumb-bells to raise the muscle, and I concentrate my mind on the muscle I want to raise. In the next stage, the dumb-bells are put away and the muscles are worked by mind-suggestion or will. The third stage is perfection—I exercise my muscles unconsciously."

The description of the three stages was much more technical than that, but let it pass.

## THE PERFECT MAIN.

"Once I come to this stage," continued Sandow, "I am always fit."

He looked fit. He threw off maxims just as easily as he grew mountains of muscle. "Mind makes the muscle," was one. "Waste energy is energy made," is complex, but it sounds fine. There were many others, but not enough.

The interviewer was perspiring like a burst water-main.

"You don't mean to say, Mr. Sandow, that you would expect a man to heave dumb-bells around and play with ten-ton rods in weather like this?"

## KEEP COOL.

"Why not? Rise in the morning. Spend 20 minutes over the dumb-bells. All the dirt in your body" (here the interviewer protested) "the dirt in your body," continued Sandow, "will be thrown out and you will perspire, all you have to perspire, in the morning and be cool all day."

It sounded delightful. Also, Sandow was as cool as a cucumber.

"A weak man and a strong man—will alike benefit, will they?"

"Undoubtedly. My charts and diagrams are so graduated that they meet all cases. A strong man may go ahead getting stronger at a faster rate than a weak man, but there is a point where he stops. Then he remains there and the man who was originally weak will catch up to him."

"Then they both decline?"

"Not at all. They have reached the stage of perfection. They remain strong—exercising the right methods unconsciously."

## FOR THE LADIES.

"And the ladies; don't you say something about them?"

Sandow smiled. "What I have said about the men applies to the ladies also. A woman is built differently to a man. We can make them strong, but not strong in the muscles that show. We can produce firm, flesh, graceful outlines, beautiful busts—the perfection of womanhood, in fact."

So that in rather less than no time the Far East will be famed for its beautiful Amazons just as it is now the home of the nymph.

The grand principle about Sandow's teaching is that within certain limits you can please yourself what you do. Eat, drink, and be merry, if you please. Follow instructions, keep an eye on the chart, set your mind on your muscles, and there you are. No calling for lean mutton, or boneless fat; no necessity to shun the limpid ale, or the fascinating cigarette; no walking five miles before breakfast, no weighting out your bread and cheese to an exact scale, no plunging into bed as the clock strikes ten. Just be natural, and keep the dumb-bells polished.

"Are the exercises the same in summer as in winter?" The sweltering heat was still annoying the interviewer.

"Identical," said Sandow. He compared the body to a steam engine, spoke about waste, and tissue and energy and muscle, like a book. Indeed a man who goes in for Sandow's system becomes a kind of anatomical expert. "I have come to the East to explain the nature of my teaching to the general public. I am not a showman, I give some exhibitions of strength certainly, but not as a showman—I am an exponent of physical culture."

"Can everyone benefit, then?" The interviewer thought of some puny specimens of humanity who live on peonised quackeries.

NEVER TOO OLD TO LEARN.

"Old and young alike will benefit equally. A man is never too old to start—he will feel stronger, be stronger and enjoy life better. All nations are the same. My company is representative of many nations and they are living examples of what results from adopting my system of physical culture."

Thus there is hope for all—for the young man and the maiden; the mutton and the man of substance; the frisky old and the morbid middle-aged.

Sandow is prepared to give consultations and advice at his rooms in the King Edward Hotel, while he remains in Hongkong, a small fee being charged. He expects to remain here until the 28th, when he and his company will go to Shanghai and thence to Japan. And the Japanese should see that Togo is handy—round the corner—when this peaceful invasion takes place.

## BOARD AND LODGING.

## THE QUESTION OF A SPECIAL DEFENCE.

"Why do you bring these cases into my Court?" asked Mr. Justice Wile in the Supreme Court this afternoon during the hearing of a claim brought by Olive Hale, of 23 Lyndhurst Terrace, against Grace Starr, of Austin Road, Kowloon. "They have been getting far too common of late," he continued, "and I wish you could settle them without coming here." The plaintiff sought to recover the sum of \$165 for board and lodging owing by defendant who had lived at plaintiff's house, and Mr. P. W. Goldring, of Messrs. Brutton, Ulett and Goldring, raised, among other defences, that of immoral consideration.

Upon this plea being put forward, His Honour said:—I have a great mind to stop the case because I have held on so many occasions that I should have a copy of any special defence before me.

Mr. Goldring:—I was not aware of that. His Honour:—I have held over and over again that the Court should have a copy.

Mr. Goldring:—I submit that under the terms of the Ordinance I am not obliged to furnish it. His Honour:—I say you are.

Mr. Goldring:—There is nothing to say—His Honour:—I might turn round and say I will adjourn this for a fortnight.

Mr. Goldring (who had previously asked for an adjournment of the case owing to the illness of the defendant)—I wish you would, my Lord. His Honour:—Yes, I know, but I won't though. I laid it down ten years ago that I must have copies of special defences.

Mr. C. E. H. Beavis, for plaintiff, proceeded to read the defence, and afterwards called the plaintiff who spoke in support of her claim, and in cross-examination said that the premises in question was a boarding house and not a brothel of what was known in America as a "sporting house."

His Honour pressed her on the point but plaintiff maintained that it was a boarding house. She was questioned at some length on the subject and eventually the point was determined. His Honour pointing out to Mr. Beavis that he could not recover lodging. That point had been decided over and over again. If he was agreeable to come down to the question of board the case could be adjourned to the Registrar.

After further discussion judgment was given for plaintiff for the amount found due in respect of board only, the matter to be taken before the Registrar.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*China*) 19th inst.  
Canadian (*Albatross*) 22nd inst.  
French (*Sydney*) 23th inst.  
Canadian (*Empress of China*) 24th inst.  
German (*Prinz Sigismund*) 31st inst.

The P. M. S. S. Co.'s s.s. *China* left Manila yesterday at 6 p.m., and is due to arrive at Hongkong on 19th inst., at 4 p.m.

The Java-China-Japan Line's s.s. *Tsushima* left Moji via Swatow and Amoy for this port on 16th inst., and may be expected here on 29th inst.

The O. P. R. Co.'s s.s. *Empress of China* arrived at Yokohama at 8 a.m., on 17th inst., and left again at 2 p.m., same day for Kobe where she is due to arrive at 2 p.m., on 18th inst.

The C. P. R. Co.'s s.s. *Albatross* arrived at Kobe at 8 p.m., on 16th inst., and left again at 4 p.m., Monday, via Nagasaki, for Shanghai where she is due to arrive at 8 a.m., on 21st inst.



## TELEGRAMS.

[Ruler's.]

## Cricket.

The Lion and Harrow match was drawn.

## The Peace Conference.

Japan is gratified at the appointment of M. de Witte, who will leave St. Petersburg on Wednesday and proceed via Chorboung.

## More Mutiny in Russia.

A company of mutinous Cossacks near Lódz have been surrounded and disarmed; this is the first time that the Cossacks have shown any disaffection.

Reuter's correspondent in Odessa wires that the authorities are acting severely to suppress the peasant disturbances at Kherzon; 1,000 have been arrested in the district of Parutino; the prisoners had been terribly beaten by the Cossacks and two of them had succumbed. The drastic measures are apparently effective.

## The Morocco Conference.

Later.

England and Spain will join the Morocco Conference provided the programme is submitted to them in advance.

## The War in Manchuria.

The rainy season, which has set in, prevents any movements on a large scale.

## THE "ULLY"

We learn from a recent arrival from Haiphong that the last lot of gear required for the further salvage operations in connection with the cruiser *Sully*, has now been received from Hongkong and placed on board the stranded vessel. This consists of three centrifugal pumps, 6", 9", and 12", capable of pumping 8,000 tons of water per hour; one Ingersoll-Sergeant's duplex air compressor, with drills, pipes and tubes, for boring the rock under the cruiser. The dynamite required will be locally manufactured. The vessel is afloat, but cannot be got off the pinnacle of rock, which holds her captive, until after the cofferdam has been got under her and the rock blasted. The cofferdam is in thorough repair, and is ready to "go under" at the next spring tides, which occur about the end of this month. The weather at present prevailing is somewhat variable, but the sea is moderate, and once the cofferdam can be got in place it is believed that the rest will prove simple.

## RAILWAYS AND TRAMWAYS IN FORMOSA.

Mr. F. D. Fisher, U.S. Consul at Tamsui, Formosa, in his last report says:—From January 1st, 1905, full forces have been working day and night on the construction of this section of the Formosan Government railway from the Dakusui River to Koro-ton, 4 miles, with the expectation of opening it to traffic by April 1st. This section is a northern extension of the southern division. The principal difficulty that presents itself in this work is the crossing of the Dakusui River. On account of the force of the current during the floods and the continual changing of the channel the engineers have not as yet been able to decide upon a satisfactory plan for the construction across the stream of a permanent steel bridge, which will require a length of about 4,000 ft. However, experimental piers are soon to be constructed, which, if found satisfactory after a fair test, will be adopted in the erection of the bridge.

Upon the completion of this section there will still remain a gap of about nine miles between the northern and southern divisions of the railroad—from Hakukoku, the present southern terminus of the northern division, to Koro-ton, which will then be the northern terminus of the southern division. On account of the extensive tunnel work and bridging to be done in this section, the two divisions will probably not be connected before the end of 1906. Eight tunnels, aggregating a length of 34 miles, and bridges over the Tain and Taiko rivers and a branch of the latter, of 2,510 feet, 1,760 feet and 200 feet in length, respectively, are to be constructed within the nine miles. At present a double tramway line of 19½-inch gauge circuitously connects the two divisions of the railway, Chinese coolies furnishing the motive power. When the two divisions are joined, the main line will extend from Kilung, in the north, through the western portion of the island, to Takow in the south, a distance of about 150 miles, and will afford transportation facilities between the principal ports and the developed sections of the island.

Small tramways, from 34 to 15 miles in length, reach out into the more important of the productive districts along the line. Chinese coolies furnish the motive power on these tramways, and while they are miniature affairs, having a gauge of but 19½ inches and the beds of the cars being but 4 feet square, they generally meet the requirements, the chief of which seems to be the cheapness of transportation. The railway bureau has well-equipped repair shops at Taihoku, on the northern division, and shops suitable for making ordinary repairs at Takow, on the southern division. The Osaka Car Construction Company has branch shops at Taihoku, from which freight and passenger cars are now turned out.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 18th at 12.10 p.m. The barometer has fallen on the China coast, particularly in the North.

Belated returns from Japan show that a typhoon was lying to the F. of the Loochoos yesterday afternoon.

Probably it was then moving towards NNW. The Japanese returns are, however, not to hand this morning.

Moderate S.W. winds may be expected in the Formosa Channel and over the N. part of the China Sea.

Forecast:—light to moderate S.W. winds;

## MIDNIGHT CRIMINAL SESSIONS.

INTERESTING CEREMONY.

An interesting ceremony took place at the Supreme Court-house this morning, at the opening of the Criminal Sessions. As stated in the *Hongkong Telegraph* yesterday, there were no cases on the list for trial, and the maiden sessions were therefore signified by the presentation of a pair of white gloves to the Chief Justice, Sir Francis Piggott. The Court was crowded with jurors who had been summoned to attend, and by spectators curious to witness the ancient and time-honoured ceremony of presenting to the Judge the symbolic emblems of purity.

His Lordship took his seat while the usher rapidly delivered the usual proclamation. The Registrar, Mr. Anthonio Seth, handed to his Lordship the sheet containing the names of those in prison on remand, and stated that there were no names on the "committed for trial" list.

The Attorney General, the Hon. Sir Henry S. Berkeley, said:—May it please your Lordship. I have great pleasure in announcing to your Lordship that there are no cases for trial at this Assizes. And I have to offer my congratulations to your Lordship and to the community on the fact that the peace of the Colony should be such as to call for no occasion for troubling the inhabitants thereof.

The Registrar, Mr. Seth, said:—Your Lordship, it is usual in accordance with ancient custom on an occasion of this kind for the presiding Judge to receive a pair of white gloves in token of the maiden purity of the sessions. I have the pleasant duty of asking your Lordship's acceptance of a pair of white gloves which I have the honour to present on this occasion.

The gloves were enclosed in a neat box of native workmanship, something after the style of a presentation casket.

The Chief Justice, in acknowledging the presentation, said:—I have to thank you, Mr. Registrar, on receiving this presentation in accordance with the ancient custom of the Court. I have also, Mr. Attorney General, to acknowledge the remarks which you have made on this occasion. Gentlemen of the panel:—In consequence of the absence of crime at this time, it is my pleasant duty to congratulate you on escaping from the duty of sitting as jurors, and especially on escaping the spending of a hot day in Court. It is a pleasing sign of the condition of the Colony which has been symbolised by the presentation to the judge of a pair of white gloves. And it has also another aspect—the aspect as it affects the Colony. One swallow does not make a spring, nor one white calendar a millennium; but this is the second occasion within a short space of time on which this Court has met only to find that there were no cases for trial; and I think one is justified in considering this point that it should be possible the public peace of the Colony should remain undisturbed from the commission of those graver crimes which are tried at the Assizes. This fact is especially noticeable, and especially worthy of congratulation, because the Legislature in appreciating the frequency of the occurrence of crime in the Colony have judged it expedient to hold the Assizes once a month. In two separate months during this year the calendar has been completely blank. I have again to congratulate you on this occasion and it is now my pleasant duty to discharge you from attendance at this Court.

The sessions were then adjourned sine die. As stated in our columns yesterday, this is the seventh occasion on which the presiding judge at the criminal sessions has received a pair of white gloves to signify a maiden session. Through the courtesy of Mr. Anthonio Seth, the Registrar, we are enabled to state that the following are the previous dates on which this interesting ceremony has been enacted:

1—August .....	1871
2—January .....	1877
3—February .....	1891
4—January .....	1893
5—September .....	1896
6—November .....	1904
7—July .....	1905

## DROWNING FATALITY AT SHANGHAI.

The *Mercury* of the 17th inst. says that quite a gloom was cast over Shanghai late yesterday evening by the news that W. Valenz, the son of Signor Valenz, the popular Bandmaster, had lost his life while bathing. It appears that about 4.45 p.m. deceased called on a friend to procure a pair of bathing drawers and then proceeded to a pond in the new Hongkew Park near the Rifle Range. At about 5.30 p.m. some children playing about came across a heap of clothes on the edge of the pond and not seeing anyone about, they went away and informed some young men who were bathing close by of what they suspected was the matter. The young men hastened to the spot designated and throwing off their clothes they dived several times in hopes of finding the body, but without success. The sad news was then conveyed to the home of the drowned boy, and Signor Valenz lost no time in hurrying to the spot. At 8 p.m. the matter was reported to the police and they at once procured drag ropes and proceeded to the scene of the accident and began dragging. All their efforts appeared to be in vain until about 9.30 p.m. P.C. Rosser, who had dived, reported he had come across the body at a depth of about twelve feet, but the legs appeared to be stuck in the mud. P.C. Rosser then made a second dive but could not find the body. E. Widler then dived and succeeded in locating it, but could not lift it as he was exhausted from staying under water so long. Another dive was made and the drag rope made fast to the body which was quickly raised to the surface and laid gently on the shore. Efforts were made to resuscitate the body by artificial respiration, but the attempt was useless. Blood was running from the nose of the boy when he was brought to the surface, which gave some hopes of life. Dr. Marsh appeared on the scene and had the body removed to the Mortuary. Deceased was an Italian subject and was about 19 years of age. He had been a bugler in the S.V.C. for a long time and was one of the crack shots of the Corps. [In connection with the above the telegram received by us from Shanghai led us to believe that it was Signor Valenz who had been drowned and we printed the news to that effect. We regret the mistake and sympathise with Signor Valenz on the loss of his popular young son.—Ed., H.K.T.]

## WAR IN SOUTH CELEBES.

THE SITUATION.

Sourabaya, 24th June. South Celebes where the torch of war will be kindled soon, consists partly of Government territory and partly of vassal states, of which Gowa, Boni, Wajo and Luwu are the principal ones. In the Government territory the executive power is entrusted to Dutch officials, but in the vassal State to the respective Kings and Queens, who have bound themselves by treaty to comply with certain wishes of the Dutch Government. The political relations between the above-mentioned States and the Dutch date from centuries ago. The policy of Government has been to keep from anything like imperialism; only at last resource have the Dutch drawn the sword. As a rule they always tried by peaceable means to maintain the authority in South Celebes. Boni is one of the States, which forced the Netherlands Indian Government several times to take up arms. In 1824 Boni refused to assist in renewing the old treaty with the Government. Hereupon an expedition was sent to Boni in 1825, which took and burnt the capital, which has been abandoned by the inhabitants. A complete success, however, the expedition was not, the Queen managing to escape. In 1859 a second expedition was necessary, because of the provoking attitude of the Queen of Boni. After surmounting many difficulties the capital fell again into the hands of the Dutch. The Queen was dethroned by her officials, and in 1860 a new treaty with Boni was concluded, which was renewed again in 1865. This country is about 2,500 sq. English miles in area and mountainous; it is only flat on the coast where it is partly swampy. One of the most suitable landing places is at the mouth of the Tjenrana River in the north.

TROUBLES ARISE.

The present King of Boni, Lepawwooy Kraeng Segerie, was appointed in 1855 by the Netherlands Indian Government. He had rendered good services to the Dutch on various occasions, for which he repeatedly received rewards. In 1898 he was even presented with the Dutch "order pour le mérite."

Gradually, however, it became evident that the King was departing from his former line of conduct. As he grew older, he became more unmanageable. The Dutch Government treated him with the kindness of a father towards his son; they pointed out to him the many faults he had committed running counter to the articles of the treaty, and he it was all in vain. Lepawwooy was deaf to remonstrances, and in 1903 the Governor of Celebes suggested to the Governor-General at Buitenzorg to take strong action against the unwilling ruler. This ruler only cared for his own power and wealth, and harassed his subjects with endless vexations, causing a lessening of population by flight. He did not care for his so-called council consisting of petty chiefs, and sent his henchmen well armed to the Boni people living over the frontier, in the other feudal states, to extort money from them; he even ordered his subjects to undertake pillaging in the Government territories.

The Governor-General now ordered the Governor of Celebes to make a last effort to get the King to change his behaviour, but in vain. Then it was decided to send troops to his country. In consequence however of the Russo-Japanese war, i.e., the danger of the neutrality in the Netherlands Indian Archipelago being broken up by the fleet of Admiral Rodjézensky, it was thought advisable to put off the expedition until the said danger had passed away. In the beginning of July, the main body of the field force will be transported from Java to the Boni coast. However, the King of Boni will get a last chance to comply with the demands of the Dutch Government. On the 14th of June a message to the King was sent from Buitenzorg, in which he was granted eight days to comply with the demands of Government. If he refuses, an ultimatum will be handed to him to give in within 14 hours. [The ultimatum was rejected.]

It will be seen that the Dutch will go to war only in utmost emergency. When this ultimatum is rejected, the troops will be disembarked.

The commander of the expedition is Colonel C.E. van Loenen, a distinguished soldier, who while he was fighting in Achene received the cross, similar to the "Victoria Cross." The second commander is Colonel "Jonkheer" (Sir) D.C. de Lannoy, also an officer with a great reputation. Although it is kept secret, I am told that the Dutch troops will be disembarked at the mouth of Tjenrana river.

MORE ADO.

Meanwhile it is not only Boni with which the Dutch Government have come into conflict. On the western coast of Celebes there are some petty states, known together as the "Adji Tapparang."

The port of these states is Pare-Pare. As long as this port is not held by military force, there is no way of controlling the import trade, in the above mentioned States and Boni. As the Dutch Government intend to raise import and export duties in South Celebes, Pare-Pare was occupied and garrisoned some months ago. This was quite lawful, the place lying in a province which belongs to Government.

THE SITUATION.

These troops were entrapped last week into a fight with armed people from Adja Tapparang, the latter being driven away with heavy losses. There is something more. Amongst the people of Gowa in the very south of Celebes, a hostile feeling has arisen against the Dutch. The King of Gowa is a kindly disposed man, who prefer to live in peace with the Dutch Government but he is connected politically, as well by kinship with the Princes of the Adji Tapparang, and the other smaller states in the neighbourhood. Therefore it is anticipated that the people from Gowa will join those of Boni. As the boundaries of Gowa are close to the principal port of South Celebes, Macassar, the inhabitants of this place are not at ease. As will have been observed the Dutch army in South Celebes has a rather heavy task before it. It will first operate against Boni and, after having subdued this country, will have to definitely re-establish the Dutch authority in the turbulent states of South Celebes.—*Strait Times*.

## SHIPPING TETSAI.

The *Dräger*, a newly-built Dutch vessel for dredging purposes, is now sailing to China for service in Shanghai.

Mr. J. de Loth, chief assistant of the Hongkong agency of the M. M. Company has taken up a similar position at Sydney.

The Nippon Yusen Kaisha has decided to open a Kobe-Gensan service, via Nagasaki. The first steamer was to leave Kobe on the 9th inst.

Wreckage has been sighted in the Atlantic, apparently that of the missing Hamburg-American liner *Castilla*. The *Castilla* carried a crew of 27. Her loss is attributed to an explosion.

The French s.s. *Mellita*, which for the past six months has been chartered to the Mitsui Bishi Goshi Kaisha and is now at the Kosego Patent Slip, Nagasaki, has been sold to the charterers. It is expected she will be renamed the *Kouromaru*.

The s.s. *St. Regulus* furnished three more delinquents at the Magistracy this morning. George Conway, fireman, and Lewis Hamy, cook, were found behaving in a riotous and disorderly manner in Pottinger Street last night. They were rolling about, singing and making a noise while Conway was holding up a bottle half filled with whisky. Their spree cost them \$5 each, by order of Mr. Hazeland. James Elliott, drunk and incapable, was fined \$5.

Peter Rasmussen, the third of the seamen who remained in the Colony, unlawfully, after their ship, the s.s. *Adalo*, sailed, was before the Court this morning. He left the steamer on the 10th inst. on account of alleged ill-treatment on board at the hands of the captain and officers, and having no means of subsistence wandered away to the hills above the Happy Valley, and was found there the next evening in a starving and exhausted condition, which necessitated his removal to the Government Civil Hospital, where he was detained for treatment until this morning. Rasmussen stated that he was a Danish subject, and so the matter was reported to the Danish Consul, but the latter refused to have anything to do with the case as the man was a self-confessed deserter, and should be prosecuted. When placed before Mr. F. A. Hazeland defendant admitted his desertion from the vessel, and was sentenced to three weeks' hard labour, and in the event of the vessel's returning to this port before the expiration of the sentence, he was to be replaced on board of her.

Captain Jarvis, of the barque *Lawhill*, yesterday ordered his steward Ching Roy to transfer some bags of flour from the tank in which they were kept on board, to a sampan and then take them ashore. The steward reported that he had transferred the bags, 24 in all, but the Captain knew there ought to have been 31 or 32 bags in the tank, and as the steward was responsible he would have to produce the other bags. Captain Jarvis stated that he then went to the pantry, and in the steward's locker found five of the bags. He called the chief officer and pointed out the bags to him, and then went on deck, saying he had to go on shore but would return in one hour and said by that time the steward must find the missing bags. "The flour was going bad, so I sold it on shore, and had to make up the proper number," said the captain. The steward, he continued, had entire control of the pantry, but had a pantry boy under him, and while it was possible, he did not think that it was probable, that the flour could have been transferred from the tank to the pantry—a distance of 30 feet—without the steward's knowledge when he returned on board the steward reported that there were five more bags in the tank, and he supposed the sampan men had left them. The captain then went along the deck and called the chief officer, and together they went to the pantry and looked into the locker, only to find the five bags were gone. He then charged the steward with the theft. At this stage of proceedings before Mr. Hazeland this morning Mr. R. D. Atkinson, of Messrs. Deacon, Looker and Deacon, appeared and said he had just been instructed to defend the accused, and would ask for a remand to prepare his defence. Defendant was asked to state if he could put up bail, and, if so, how much, when he replied, "Oh! \$2,000 or \$3,000"—The case was remanded until Saturday, bail being allowed in the sum of \$100.

## COMMERCIAL.

RAUBS.

The arrangement made between the Government and the Raub Co. to deepen Bukit Komman shaft to 1,500 ft. has unfortunately come to an end, the company concluding that it is inadvisable to incur any further expenditure on this joint shaft.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	109/16
Do. demand	110/8
Do. 4 months' sight	110/8
France—Bank T.T.	236
America—Bank T.T.	45 1/2
India—Bank T.T.	152
Do. demand	142 1/2
Shanghai—Bank T.T.	142 1/2
Singapore T.T.	6 1/2
Japan—Bank T.T.	92 1/2
Java—Bank T.T.	113
4 months' sight L/C.	110/8
6 months' sight L/C.	111/8
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	240
6 months' sight do.	241 1/2
4 months' sight Germany	196
Bar Silver	27 1/2
Bank of England rate	25 1/2
Sovereign	10/6

## Today's Advertisements.

## GRAND OPENING NIGHT.

TO-NIGHT! TO-NIGHT! TO-NIGHT! (TUESDAY), 18th July, 1905.

## SANDOW.

THE PERFECT MAN and EXPONENT OF PHYSICAL CULTURE, and his GRAECO-ROMAN ARENA.

SUPPORTED BY HIS PUPILS OF ALL NATIONS.

MR. SANDOW has with his Company one pupil developed by his system of every prominent nation who takes part in the performance in all kinds of feats of strength and athletic sport.

THE LARGEST COMPANY TOURING THE EAST.

Mr. BERT FLATT, America's Musical Comedian.  
Mr. JOHN D. RASAMI, the Indian Violin Phenomenon.  
Mr. AUGUST DEWAL, Trapeze Equilibrist, and SANDOW'S 25 PUPILS.

EXPERT WRESTLERS AND GYMNASTS.

Plan at the ROBINSON COMPANY.

Prices ... .. \$3, \$2 and \$1.

Doors Open 8 P.M. Overture 9.

A late 7.15 train to the Peak will be run every night 60 minutes after the performance.

Hongkong, 18th July, 1905. [741]

## STREET INDEX.

SECOND EDITION.

REVISED UP TO DATE.

by

ARTHUR CHAPMAN,

Government Assessor.

Now in print and will be published in August.

Orders should be sent early to

THE GOVERNMENT ASSESSOR,

The Treasury;

or

NORONIA & COMPANY,

Government Printers.

Hongkong, 18th July, 1905. [752]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

THURSDAY,

the 20th July, 1905, at 11 A.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street;

SUNDRY

HOUSEHOLD FURNITURE,

Comprising:—

TEAKWOOD WARDROBES with BE-

VELLED GLASS, MARBLE-TOP WASH-

STANDS, BRASS-MOUNTED DOUBLE

BEDSTADS with Bedding, TEAKWOOD

DRESSING TABLE with BEVELLED

GLASS, ONE MARBLE-TOP BLACKWOOD

DRESSING TABLE with GLASS, HAT-

STAND, DINING WAGGON, DINING

TABLE and CHAIRS, LEATHER COVER-

ED DINING ROOM SUITE, EASY

CHAIRS, GLASS, CROCKERY and ELEC-

TRO-PLATED WARE, COOKING STOVE

and UTENSILS, &c., &c.;

ALSO

One COTTAGE PIANO, by C. Urbany,

Berlin.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 18th July, 1905. [751]

## THE DAIRY FARM CO.,

LIMITED.

WE HAVE JUST RECEIVED

A NEW SHIPMENT

of

FINEST

WILTSHIRE

BACON.

Price ..... 70 Cents per lb.

Hongkong, 18th July, 1905. [45]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 2 A.M.

TO-MORROW.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 23rd instant will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on MONDAY, the 24th instant, at

9.30 A.M.

All Claims must reach us before the 29th

instant, or they will not be recognized.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PAKLING" .....	18th July.
GLASGOW and LIVERPOOL	"ACHILLES" .....	28th "
GLASGOW and LIVERPOOL	"ANTENOR" .....	3rd August.
GLASGOW and LIVERPOOL	"MACHAON" .....	14th "
GLASGOW and LIVERPOOL	"ORESTES" .....	9th "
GLASGOW and LIVERPOOL	"ULYSSES" .....	9th "
GLASGOW and LIVERPOOL	"PEACE" .....	9th "
GLASGOW and LIVERPOOL	"PELUS" .....	16th "
GLASGOW and LIVERPOOL	"ALCIBIADES" .....	23rd "
GLASGOW and LIVERPOOL	"ACAMENON" .....	30th "
GLASGOW and LIVERPOOL	"JASON" .....	31st "
GLASGOW and LIVERPOOL	"TEENKAI" .....	6th September.

## HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"HYSON" .....	18th July.
*GENOA, MARSEILLES & L'POOL	"TELEMACHUS" .....	24th "
LONDON, AMSTERDAM & ANTWERP	"AJAX" .....	1st August.
*GENOA, MARSEILLES & L'POOL	"IDOMENEUS" .....	15th "
LONDON, AMSTERDAM & ANTWERP	"STENTOR" .....	20th "
LONDON, AMSTERDAM & ANTWERP	"PAKLING" .....	29th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES" .....	12th September.
*GENOA, MARSEILLES & L'POOL	"YANGTZE" .....	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR" .....	26th "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILROAD CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"MACHAON" .....	7th August.
	"JASON" .....	3rd September.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS" .....	20th July.
	"NINGCHOW" .....	17th August.

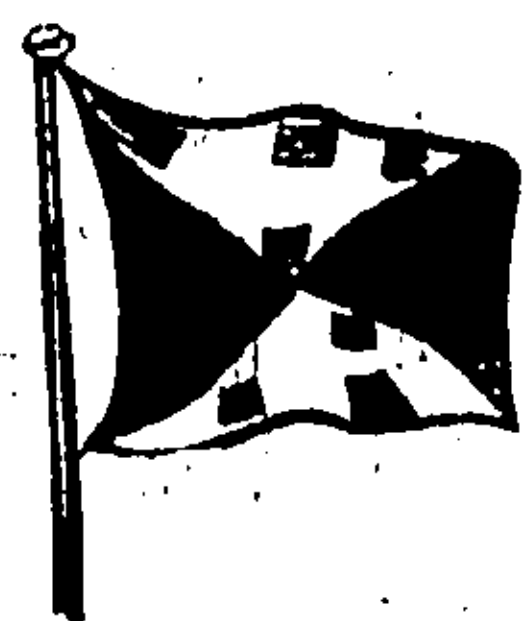
For Freight, apply to  
BUTTERFIELD & SWIRE,  
HONGKONG, 18th July, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"CHILLY" .....	21st July.
YOKOHAMA and KOBE	"TSINAN" .....	22nd "
SHANGHAI	"YOHOW" .....	23rd "
CEBU and ILOILO	"SUNGKANG" .....	29th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"TAIYUAN" .....	2nd August.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily  
qualified Surgeon is carried.  
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.  
HONGKONG, 18th July, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO .....	3540	R. Rodger .....	MANILA	SATURDAY, 22nd July, at Noon.
RUBI .....	3540	A. H. Nottley .....	"	SATURDAY, 29th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
HONGKONG, 15th July, 1905.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"INDRAWADI" .....	31st July.
"SIERRA BLANCA" .....	25th September.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.  
HONGKONG, 17th July, 1905.BOO CHEONG,  
STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclicstyle  
and Ellans Duplicator.  
Hongkong, 23rd February, 1905.TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,  
4, DES VOGES ROAD.SHIPS Colled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 329.  
Hongkong, 1st October, 1904.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 3.30 P.M.,  
if tide permits.FARES.—Week Days, 1st Class, including  
Cabin and Servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.  
Every Sunday will be an Excursion, at the  
following rates: 1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single,  
50 cents; Return, 25 cents; Steerage, 10 cents.  
Breakfast, Tiffin and Dinner can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for two  
or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's Wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 14, Victoria Street,  
Hongkong, 13th June, 1905.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,338 H. W. WALKER.

Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.Passage Fare—Single Journey \$4.  
Meals .....







